

Today's Advertisements.
PUBLIC AUCTION.
The Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY, the 17th June,
at 5 P.M.,
at the Fountain, opposite the City Hall,
FOUR WALTERS,
(including "FAVOURITE ROSE" and "FAME")
ALSO:
4 CHINA PONIES and 1 ARAB HORSE
suitable for Polo and broken to Single and
Double Harness.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th June, 1901. [631c

HONGKONG JOCKEY CLUB.
MEMBERS of the HONGKONG JOCKEY CLUB interested in the obtaining of AUSTRALIAN WALTER GRIFINS for the NEXT RACE MEETING are requested to attend a Meeting convened to take place at the OFFICES of the Honorable C. P. CHATER, Victoria Buildings, Queen's Road Central on MONDAY NEXT, the 17th instant, at 5 P.M. It is earnestly hoped that the Meeting will be a representative one and that any who may be unable to attend and who are desirous of subscribing for Ponies, will at once communicate with the Undersigned who will be able to give them all information, as the list must be closed and the number of ponies to be ordered decided upon at the above Meeting.
GODFREY C. C. MASTER,
for T. F. HOUGH,
Clerk of the Course, (Absent).
12, Queen's Road Central,
Hongkong, 15th June, 1901. [628c

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.
ASSETS EXCEED \$500,000,000
IN accordance with Instructions received from the Head Office of this Company, a Branch of the
ACCIDENT DEPARTMENT
has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.
W. H. T. DAVIS,
Local Manager.
10, Des Voeux Road, Central,
Hongkong, 15th June, 1901. [599c

SAILING VESSEL FOR SALE.
OFFERS are invited for the purchase of American Ship "SEA WITCH," as she now lies in this Harbour, fire damaged.
Apply to
LAMKE & ROGGE,
or to the Master, on Board.
Hongkong, 15th June, 1901. [629c

FOR SHANGHAI, YOKOHAMA AND KOBE.
THE Steamship
"WÜRZBURG."
Captain Schuler, will be despatched for the above ports, on MONDAY, the 17th instant, at 5 P.M.
This Steamer has Super or Accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 15th June, 1901. [630c

THE N.D.L. Steamship
"WÜRZBURG."
Captain Schuler, having arrived from the above ports, consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 15th June, 1901. [632c

Intimations.
EYE-SIGHT.
Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.
A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVISE FREE. [1453b

THE SPECIAL DESCRIPTIVE STATISTICAL EDITION OF THE "HONGKONG TELEGRAPH."
TEN PAGES.
PRICE 50 CENTS.
THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.
The Special Edition will be mailed to any

Intimation.
A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.
THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.
A perfect System of Filtration is employed guaranteeing Absolute purity.
The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.
The Waters produced are of the highest class and excellence; as testified to by the best English makers.
A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

REUTER'S TELEGRAMS.
GERMANY AND CHINA.
LONDON, June 12th.
Lord Cranborne's confirmation of the presence of a German garrison at Shanghai has caused considerable uneasiness.
Lord Cranborne will be re-questioned on the subject, and unless explanations are satisfactory, the opportunity will be taken to raise a debate.

BRITISH SOUTH AFRICA.
Mr. Balfour declares the rumours of peace unfounded.
There are 17,000 Boers still in the field.
THE CHINA QUESTION.
Lord Cranborne states that the commanders of the allied forces in China, consider a garrison of 6,000 men necessary, exclusive of the Legation guards.
TRANSVAAL FINANCES.
Sir David Barbour's report upon the finances of the Transvaal recommends that a tax of ten per cent. be imposed on the profits of the mines.

THE ROBBERY OF THE BANK.
RECOVERY OF \$358,000.
We have received the following letter from the Hongkong and Shanghai Bank:—
June 15th, 1901.
Dear Sir,—At the request of the Chief Manager, I beg to advise that a telegram has been received from our Singapore Branch stating that \$238,000 of the stolen notes have been recovered at Colombo.
Yours faithfully,
H. W. FRASER.

WEATHER REPORT.
The Observatory report says:—
On the 15th at 11:55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is high over the E. coast of China and relatively low over the N. part of the China Sea. Gradients slight to moderate for E. winds on the China coast, and for S.W. winds over middle part of the China Sea. Forecast:—Moderate or fresh S.E. to E. winds; showery.

LOCAL AND GENERAL.
THE pilgrim season has evidently set in strong. The Penang papers say the s.s. *Alcinous* arrived from Jeddah on the 3rd inst. She brought 721 men, 205 women and 62 minors. Four deaths occurred during the voyage.
As will be seen in another column, a meeting of members of the Hongkong Jockey Club will be held at Victoria Buildings, Queen's Road Central, on Monday next (17th inst.), to arrange for obtaining Australian Waler Griffins for the next Race meeting, and all members who can

We call our readers attention to an advertisement of a sale by Messrs Hughes and Hough on Monday next, near the City Hall, of four Walters and four China ponies, and an Arab horse, suitable for polo.
We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.
THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9:30 p.m.

PROGRAMME.
1. Overture, "Zazou" Suber.
2. Selection, "The Girl in the Blue" Planquette.
3. "Waltz" "Cherry" Waldteufel.
4. "Song" "The Girl in the Blue" Planquette.
5. Selection, "The Girl in the Blue" Planquette.
6. "Dance" "The Girl in the Blue" Planquette.
7. "Song" "The Girl in the Blue" Planquette.
8. "Dance" "The Girl in the Blue" Planquette.
9. "Song" "The Girl in the Blue" Planquette.
10. "Dance" "The Girl in the Blue" Planquette.
11. "Song" "The Girl in the Blue" Planquette.
12. "Dance" "The Girl in the Blue" Planquette.
13. "Song" "The Girl in the Blue" Planquette.
14. "Dance" "The Girl in the Blue" Planquette.
15. "Song" "The Girl in the Blue" Planquette.
16. "Dance" "The Girl in the Blue" Planquette.
17. "Song" "The Girl in the Blue" Planquette.
18. "Dance" "The Girl in the Blue" Planquette.
19. "Song" "The Girl in the Blue" Planquette.
20. "Dance" "The Girl in the Blue" Planquette.

THE result of crushing operations at Raub for the month of May is stated as follows:—
Stane Crushed—2,650 tons.
Smelted Gold obtained—1,463 oz.
In addition to the above 55 oz. gold were obtained from trial crushings of some very low grade ore. Total return for the month, 1,518 oz. smelted gold.
AN Indian paper says:—A small Committee composed of Major Fegen, R.A., President, Major D. M. Thompson, Commissariat Department, and Captain C. H. Gough, Remount Department, will shortly assemble at Calcutta to class the mules arriving from China with a view to their disposal for mountain battery and transport work. Between three and four thousand mules in all have been purchased under General Gaselee's orders in China, and these will be shipped in batches to India during the next few weeks.

MESSRS. Kuhn, and Komor of the Japanese Art Depot are exhibiting a two-fold hardwood screen to-day. This specimen of Japanese art was on view at the Paris Exposition, marked at 6,000 francs. Over 6 feet high, mounted on castors to enable its heavy weight to be moved freely, it is heavily carved on the borders. The panels are occupied on one side by two life size pigeons in raised work in Mother of Pearl and Ivory, and on the other by a cock, hen and chickens. The workmanship is exquisite, nothing equal to this sample of art has yet been seen in Hongkong.
A JAPANESE contemporary says:—The premises of the Mitsui Bishi Bank in Tokyo presented a very animated scene on the 29th ult., and will doubtless continue to be crowded for some days, as the Bank is engaged in paying their half-yearly dividend to the shareholders of the Nippon Yusen Kaisha. The amount to be paid across the counter is thirteen hundred and twenty thousand yen, and as the shareholders are naturally anxious to re-invest the money or otherwise utilize it as speedily as possible, the Bank is always crowded during the days immediately succeeding the semi-annual meeting.

APPARENTLY Chinamen keep their characteristic sympathy with sick folk and victims of accidents, in Siam as well as in Hongkong. A recent *Free Press* says:—A Chinaman, walking down the New Road near the Bangrak police station yesterday afternoon suddenly dropped down and to all appearances was breathing his last. A number of gaping "Celestials" gathered round the unfortunate man and seemed to rather enjoy the sight than otherwise, but a Siamese youngster played the part of a good Samaritan, for he at once discovered the cause of the malady and promptly secured some opium which he administered to the unfortunate man. No sooner was this done than the "patient" arose, recovered and went on his way.
THE *Nagasaki Press* says:—The trial working of the machinery in the roll and plate iron factory of the Japanese Government Iron Foundry at Yawata, Fukuoka, was made on the 25th of last month with success. The manufacture of metals will be commenced in a week or two, and the inaugural ceremony will take place in October next. The total quantity of iron ore which has already arrived at the foundry amounts to 56,989 tons, of which 16,120 tons came from the Tayeh mine, China, 32,194 tons from the Kamaishi mine, 8,200 tons from the Yanagihara mine, 95 tons from Korean mines, and the remainder from various home mines. It is reported that the ores, except the output from the Tayeh, Kamaishi, and the Yanagihara mines, have all been procured for trials at the Government works.

A BOMBAY paper reports:—The Coroner, Mr. P. Byrne, held an inquest at Bhuleswar as to the death of a male child, named Luxmishankar Vasudev, aged 18 months. Recenly the child was lying asleep in a cradle in the room of a house at Bhuleswar. The sister of the deceased, by name Bachoo, aged 13 years was in the room at the time, while the deceased's mother was drawing water from the well in the house. In the meantime a monkey jumped into the room. It immediately caught hold in its mouth of the deceased's left hand, which was hanging out of the cradle, and tried to drag the child away. The deceased cried out. His sister beat the monkey, and tried to drive it away, but in vain. She then raised an alarm. Hearing her screams people came, when the monkey bolted. It was then found that the child was severely bitten and was bleeding. Medical aid was secured, but the child died. The jury found that the death of the child was caused by the bite of the monkey.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

Mr. Clement E. Stretton in his "History of the Midland Railway," published by Messrs. Methuen, tells why goods trains are run on Sundays:—The "heavy fast goods trains" composed of covered vans or wagons sheeted over, which may be seen making their way up to London on Sunday, consist almost entirely of "perishable food traffic," such as fish, meat, milk, fruit, game, eggs, butter, bread, and the like. London, with its five millions of people, has practically no reserve of food on hand. If it were possible for one Sunday to stop these trains running for twenty-four hours the result would be that on Sunday and Monday morning the people of London would be starving. The exact total value of the food carried by all the lines into London on Sunday is very great, and taking that over the Midland only, it is worth about £30,000 each Sunday.

OUR fashionable London cousin predicts (says a writer in the *Liverpool Post*) that in consequence of the disastrous effect which the wearing of black garments has on the average complexion, the practice of rouging will be resorted to in a manner hitherto unknown in the annals of feminine folly. We venture to assert, that for the modern society came to excel her predecessors in this respect would be, in the language of Mrs. Bloss, "impossible." Ever since the days when Jemuel "painted her face, and tired her hair, and look out at a window," the paint-pot and the powder-puff have been the never-failing resource of those who
With curious arts dim charms revive,
And triumph in the bloom of fifty-five.
But there was one epoch of our history when these top-dressings were metaphorically speaking, laid on with a trowel, and though we may emulate, we shall never surpass the ladies of, say the eighteenth century, in the liberal use of cosmetics.

A RECENT *Mandarin* says:—There seems to be very little honour among some people and where money is concerned very much less. Four Chinamen got it into their heads to run a pawn-shop in China Street; this they did in harmony for some little time, when one of these Celestials wishing to go one better than his confreres, one fine morning disappeared from the field of his operations with valuables to the extent of Rs. 6,000, which were pawned to the shop by a number of impecunious individuals, mostly women. Report of Mr. Johnny having decamped has been made to No. 8 Guard and enquiries are being made. All pawn shops in Rangoon and the big towns are licensed by their several Municipalities, and this, we presume, is only done in the case of known and respectable residents. We would like to know if the Mandarin Pawn Shops are licensed and if not, why not? The matter of pawn shops we believe, once came before our City Fathers, but without giving the matter due consideration those that were disposed to support it were out-voted on its introduction.

THE *Straits Times* of the 4th inst. reports a case of overcharging by a sampan-man, a very common occurrence here. It appears that a Mr. Palmer, a travelling agent for a firm of jewellers, recently went aboard a steamer with a bag containing jewellery to sell on board. After completing his business he got into the sampan, again and told the coolie to take him to Johnston's Pier. Before reaching the Pier, the Chinaman demanded \$1 as fare, but Mr. Palmer gave him forty cents and told him he would not give him any more. The coolie then threatened to kill Mr. Palmer and, seizing him by the leg, attempted to throw him overboard. Mr. Palmer struck out and hit the Chinaman on the nose. The sampan coolie then seized his oars and started rowing as hard as he could in the direction of the river, saying at the same time that he intended to kill Mr. Palmer. Just near the entrance of the river one of the Master Attendant's gigs was met with coming out of the river. Mr. Palmer called for assistance and the lascars in the gig shouted to the coolie to stop rowing. The coolie, however, tried to escape and the gig gave chase and captured the Chinaman. He was taken to the Master Attendant's office and detained there.

COMMENTING on the last gathering of the Primrose League, the *Pall Mall Gazette* says:—The annual meeting of the Primrose League was, as usual, a great success, and Mr. Balfour and Mr. Wyndham were in excellent form. The Radical press is very bitter over it and says ungallant things about the Primrose Dames which those ladies can afford to ignore with a smile. They know that when a leader-writer with an angry Radical heart describes them as "motley crew of bedizened triflers, masquerading in the fancy dress of a spurious patriotism," the words, though carefully selected with a view to effect, have barely any meaning. Mr. Balfour was happier in his phrases than the angry leader-writer when he spoke of the attempt of the Irish Nationalists to bore us into granting them Home Rule, and Mr. George Wyndham was at his best when he likened Sir William Harcourt to the degenerate pigeon which became a dodo because it elected to remain on one island. The result of the Month Boroughs election naturally put the dames and knights of the Primrose in exceptionally good heart, and it may also have had its effect on the extreme biliousness of the leader-writer to whom reference has already been made. The highest compliment to the good work done by the League is the bitter

THE BEACONSFIELD FIRE.
This enquiry was proceeded with this morning by Mr. Hazeland.
Private Kent, recalled, stated: He remembered being at the Criterion about 12:30 on the 1st June. He went to the Criterion with Reid and Hewish. Shortly afterwards P. C. Deveny arrived. Reid said, He went to Da Rosa's house about 8:30, and remained there about half an hour.
Mr. Da Rosa came in. Da Rosa stopped about ten minutes and then went out and he did not see him any more. Reid did not say the brother went out.
The witness told Reid he saw him (Da Rosa) leave the premises where the fire occurred about 9:30, about 5 minutes before the fire, Reid said, He was not going to get himself into trouble about it.
He spoke to Reid in the presence of the witness on Tuesday. Reid said in the presence of the witness, P. C. Deveny and Hewish, he saw Da Rosa coming home about 9 p.m. Da Rosa went out. He heard someone coming in and said "good night Da Rosa"; he got no answer and went off to bed.
The witness did not know that Reid was going to give evidence when he met him in the Criterion Inn.
By Mr. Goldring.
He knew nothing of a statement made by Deveny.
Pr. Hewish said: He remembered going to the Criterion on the 1st June about 12 a.m. Reid made a statement. He said he was living in the same house as Da Rosa. Da Rosa came in about 9 p.m. stayed about 10 minutes then went out and he did not see him again. He said Da Rosa leaving the shop about 9:30 p.m. Reid said if he was called he would tell the truth.
Witness was present in the Compound on Tuesday and heard Reid say, that Da Rosa came home about 9 p.m. went out again at 9:10, and he did not see him again. He heard a man coming upstairs and said "Good night Da Rosa" it but got no answer.
Mr. Robinson spoke on a legal point at some length and the witness continuing said, I was going down Queen's Road on the night of the fire. I am a special constable. This was at 9:35. I saw two men leave the shop. I was in the centre of Queen's Road. The men were near the corner and then came back. When I first saw them they were not a yard from the shop door. I was immediately opposite. When they came back they came out to the centre of the road. I was standing talking to an Artilleryman. The two men walked as far as the Chartered Bank and returned, going east. I then went to the New Victoria Hotel for a drink. I was in the Hotel about two minutes and then went and paraded at the Central Station at ten o'clock for special duty. I told Deveny at 10:10 that I had seen two men leave the shop about five minutes ago and now the shop was all in a blaze. I saw Kent the same night and told him.

By Mr. Goldring.—One of the men was dressed in white and one in dark clothes. About four yards from the shop stood a third man. All the other shops were closed and light's out except in Ah Man, the tailor's, shop. I was watching the fire with Kemp.
Mr. Hazeland then gave his decision. He first quoted the section of the ordinance, then commented on the evidence of private Kent and Hewish. He described their evidence as unsatisfactory and difficult of credence. He remarked on the improbability of Reid disclosing what he was going to say to chance acquaintances in the presence of a policeman in the Criterion Hotel. He thought it most extraordinary, to say the least, the action of P. C. Deveny. Here was a public constable informed of a most important piece of information and yet not imparting the fact until nine days after. Mr. Hazeland after carefully considering every aspect of the case in accordance with the ordinance, declared the enquiry closed, and ordered the premises to be released.

HONGKONG SHARE MARKET.
HONGKONG, Friday, June 14th.
Messrs. Benjamin, Kelly and Fotts, in their weekly share report state:—
The better feeling noticed in our last circular has prevailed throughout the week and a further appreciation in values of Hongkong and Shanghai Banks and Indo-Chinas has to be recorded. The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited, has advertised its Fourth Annual Meeting for the 21st inst. The transfer books will be closed from 21st to 27th instant, both days inclusive. Messrs. Campbell, Moore and Company, Limited will hold their Fifteenth Yearly Meeting on the 17th instant. Banks—Hongkong and Shanghai Banks have steadily improved their position and are in demand at 300 per cent premium. The London quotation is £61. Nationals are unaltered. Marine Insurances—Unions have been placed at \$340. China Traders have again been done at \$60 and more are offering. Yangtszes are nominally quoted at \$120. Fire Insurances—Hongkong Fires are quiet at \$350. China Fires and Canton and Macao Steamboats have been negotiated at \$35. Indo-Chinas have absorbed much attention, as soon as it became known that the Company would pay a final dividend of 6 (12/-) and a bonus of 4 per cent (8/-) a strong demand set in and the stock quickly rose to \$140 at which figure a considerable number of shares changed hands. The market continued to improve and business was transacted at advancing rates up to \$147, but at the close, earlier operators show an inclination to realize and shares may now be obtained at \$145. Douglas Steamships have been disposed of at \$54, \$55 and \$56 and more are on offer at the latter price. China and Manilas, old issue, are wanted at \$62 after sales at the rate. Star Ferries can be placed in \$25. For the old and \$24 for the new shares. Refineries—China Sugars have been dealt in at \$136, \$138 and \$140 and have now in enquiries at \$142. Luxons are procurable at \$37. Mining—Punions have fallen to \$64 sellers. Raub, owing to the more unfavourable report on the Mines, suffered a severe drop and shares were parted with at declining rates down to \$8, but have since slightly recovered and are now wanted at \$12. The result of the May clean up is 1,483 ounces smelted gold from 2,650 tons stone milled, and in addition 55 ounces of gold were gained from low grade ore, making a total return for the month of 1,538 ounces smelted gold. This beats the results of the previous four crushing and must be considered eminently satisfactory. Ollivers are out of favour at quotations. The following telegram has been received from the Mines:—"During the month of May mill ran 20 days; 680 tons of quartz crushed for a yield of 363 ounces refined gold; this is to be had at \$5 and Queen Mines 6 cents. Docks, Wharves and Godowns—Hongkong and Whampoa Docks are a shade easier and may be procured at \$322. Kowloon Wharves have been fixed at \$105. Lands, Hotels and Buildings—Hongkong Lands have been bought at \$90. West Point has changed hands at \$54. Kowloon Lands have found investors at \$30. Hongkong Hotels can

AT THE MAGISTRACY.
ASSAULT.
Fing Li, a coolie, went to prison for 10 days for striking a man with his carrying pole. The coolie struck a man with his carrying pole, as fortunately he received the blow on his head.
CONCEALING A PLAGUE CASE.
Mr. H. Woolley, Inspector of Nuisances, charged Kwok Sz and Mak Tung with neglecting to report a case of plague. Inspector Woolley said: "I received orders to go to 41 Wellington Street, 1st floor, from where a death had been reported. I found a body in a very decomposed state in a cubicle. In a short time the 1st defendant came up and said she was the mother of the deceased. The patient had died on the 13th at 6 p.m. I sent the body to the mortuary. The body must have been lying there two days. There was a very bad smell."
The 2nd defendant was discharged, the 1st remanded till Monday.
ANOTHER CASE.
Wong Tai was charged with removing a dead body. P.C. 700 said, he was on duty in Kowloon Road and saw the defendant and another man carrying a dead body. On seeing him they put down the body in the road and one man ran away. He arrested the other man. There was no house near. The defendant went to prison for 3 weeks' hard labour.
STEALING.
The Lo Sik shopkeeper charged Mo Sam with stealing a pongee jacket. The shopkeeper was lying on the counter when Mo Sam came in and saw the defendant feeling about inside the shop and caught him with the jacket in his hand. Showing how easy it is to explain these peculiar circumstances, Mo Sam said he meant to go into the next shop but took the wrong door; presumably the jacket jumped up and stuck in his hand.
One month's hard labour.
CONCEALING PLAGUE.
Dr. Clark, M.O.H., charged Lai Kin with concealing a case of plague.
After hearing the evidence, Mr. Kemp discharged the defendant.
SHIPPING CASE.
The master of the s.s. *Hillegu* was fined \$25 for contravening the harbour regulations, he having dangerous goods on board, to wit, Sulphuric Acid. Sergeant Burchill prosecuted.
USEFUL FINES.
L. S. John Lander had a batch of chair coolies up for obstruction and persistent solicitation. They were all fined. A few more and this nuisance will abate.

THE PLAGUE.
Number of cases reported (Chinese.....1,191 up till noon of the 14th Other Asiatics 22 June, 1901..... Europeans 39 Number of cases reported (Chinese.....18 Other Asiatics 1 during the past 24 hours..... Europeans 2
Total number of cases reported to date 1,268
Number of deaths reported (Chinese.....1,150 up till noon of the 14th Other Asiatics 22 June, 1901..... Europeans 5 Number of deaths reported (Chinese.....50 Other Asiatics 4 during the past 24 hours..... Europeans 1
Total number of deaths recorded to date 1,202 Since noon on Saturday last the cases and deaths are:—
Cases Chinese.....139 Other Asiatics 6 Europeans 6
Total.....151
Deaths Chinese.....145 Other Asiatics 4 Europeans 1
Total.....150
The plague returns for last week were:—
Cases.....161 Deaths.....155
The returns for 12th June, 1894, were:—
Total deaths to date.....1,761 New cases in previous 24 hours.....59 Deaths in previous 24 hours.....51 Patients under treatment.....unknown

We regret to learn that Mr. John Brownhill died of plague at the Kennedy Town Hospital yesterday afternoon. The funeral was to take place at half-past five this evening.
Our morning contemporary reported the death of Mrs. Brownhill this morning, but we are pleased to say that we learn on inquiry that she is very decidedly better and has passed the most critical stage.
Mrs. Levy, a Jewish lady, who was admitted to Kennedy Town Hospital the other day, succumbed to plague this morning.
Miss Cecilia Almaria, a young Portuguese lady of only seventeen years of age, died of plague in the Kennedy Town Hospital to-day. She was removed to the Hospital on Thursday last in a comatose state and never recovered consciousness.
We regret to learn that Mrs. and Miss Jane Herbst were removed to Kennedy Town Hospital yesterday evening, suffering from plague. On enquiry to-day, we learn that they are both doing fairly well.
We are pleased to state that the other European plague patients are all reported to be progressing favourably. It is to be hoped that we shall not be called upon to record any more seizures amongst the European community.
We hear that one Sanitary Inspector, on the Kowloon side, has no less than two thousand houses in his district and they are spread over a large area. How can anybody expect this man to keep an eye upon all these places in a time of epidemic such as the present? There should be at least ten men at the work. We should be much obliged if the reported cases represented twenty per cent of those that occur.

WISE AND OTHERWISE.

We have heard of the wonderful innocence of our Judicious magistrates and judges, Mr. Innocent! Editor, but I must say I was surprised when Mr. Hazeland asked whether there was any alcohol in lemonade and butters. Still, as the case went a little further, one could see that perhaps Mr. Hazeland's question as to the composition of what is known in India as the "pink pig" was justified, for the alcoholic history of the witness was a long and complicated one. Then too, methinks I saw a sly twinkle in the magisterial eye as the question was put, which made me think that perhaps Mr. Hazeland might have tasted butters in some form or other, though perhaps unadvisedly with lemonade.

Really Mr. Editor, after the Thos Ferry severe lecture which the Hon. C. Pannell, J. Chater read to all critics of his launches and their contents the other day, I approach the present subject with trembling and trepidation. I have noticed of late that whenever a high tide occurs the launches coming into the quays or funnel at the Ice House Street Pier (in their rubbing straps) right on top of the piles and get hung up. You will be able to see what I mean if you go and see how much white paint the tops of the piles have scraped off. Now what I want to know is, was this done purposely so as to save expense by letting the launches themselves finish the driving of the piles, for this is what is now taking place. These piles certainly bring the boats alongside quickly, for so long as the coxswain does not miss them altogether he has only got to go ahead till he gets there. Still, from the damage the piles sustain and, presumably, the launches too, I should think that the money expended on the piles and repairs would have paid for European coxswains for a year or so.

While two of the great Royal houses of Europe have been Next Time, anxiously awaiting the birth of an heir to the throne, Serbia after its usual fashion has managed to burlesque the whole thing.

It was officially announced last September that Queen Draga of Serbia was *enroute*. Now, after the presentations of numerous gifts and costly cradles, and the Tsar's acceptance of sponsorship, it is announced that no accouchement is expected. The Serbians are very wrath and accuse the Queen of wilful deception.

It is explained that Queen Draga suffered from false pregnancy, whereby herself and her doctor were deceived. The sedentary life which the latter ordered, coinciding with metritis, favoured the development of symptoms prolonging the misapprehension.

The desire of the fairer sex to see A Woman's tenure of life is as much a subject for jest in China as in the West. Dr. Giles translates the following pertinent story in his "History of Chinese Literature":

"A bridegroom noticing deep wrinkles on the face of his bride, asked her how old she was, to which she replied, 'About forty-five or forty-six.'

"Your age is stated on the marriage contract," he rejoined, "is thirty-eight, but I am sure you are older than that, and you may as well tell me the truth." "I am really fifty-four," answered the bride. The bridegroom, however, was not satisfied, and determined to set a trap for her. Accordingly he said, "Oh by the way, I must just go and cover up the salt jar, or the rats will eat every scrap of it." "Well I never!" cried the bride, taken off her guard. "Here I've lived fifty-eight years, and I never before heard of rats eating salt."

Somebody in America has published an Irish published "An Irishman's Love Letter. Love Letters." This is the last of them:

Patrick O'Brien, Sir: This is the last letter you'll have from me, bad cess to ye. And it's written this I can tell you that ye are a lobster. There's lots of good fish in the sea besides lobsters, and if ye think I'll cry ye eyes out because ye jilted me, that's where ye make a mistake. Troth, the policeman on the beat has been coaxing me for a month to go sailing with him, and it's going I am to-morrow. Tent up your photograph in the ash barrel. Farewell, Patrick O'Brien, and may the devil fly away with ye.—Yours without respect, Mary Ann Brady.

Which is better Irish than Mr. Dooley's.

A cable to the *World* from London says:—Society has been hugely amused, diverted over a recent demonstration of King Edward's "nearness."

Wishing to make a handsome present on his accession, to a beautiful lady of title, for whom he long has entertained a great admiration, he instructed a jeweler to submit a number of diamond ornaments for her ladyship to choose from.

The King fixed the limit of price at \$5,000, but the lady's eye was caught by a coronet of double that value. She arranged to take it, agreeing to pay the extra \$5,000 herself. The King was to believe it was only worth the amount he had fixed. The jeweler duly brought the coronet to Marlborough House. The King expressed great admiration for it and asked the price. The jeweler replied, "Five thousand dollars." The King thereupon ordered a check drawn, immediately, retaining the coronet.

The making of counterfeit The Dogfish salmon is the newest profitable industry. A company of Chicago fish packers have established a plant at Lacrosse, Wisconsin. Tons of catfish from Mississippi are there smoked, chemically treated with a solution which gives the colour and taste of salmon, and then canned and labelled as a brand of salmon. A large proportion are then exported to Europe. The counterfeit is very difficult to detect.

Through trying to establish an Expensive son of Queen's Bounty in America. Triples, ca. Governor Stanley, of Kansas, has become the subject of national merriment. The Governor recently offered to give a silver cup to all triples born in Kansas. He is now bitterly repenting his rashness.

In one month five mothers have secured fifteen cups, and two more applications have just been received. The Governor's salary is only \$600 a year, and at the present rate a large part of his income will be used for silver cups.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

PLAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR.—The plague still increasing—2 more Europeans last night—and yet no addition to the undermanned Medical and Nursing Staff of the Kennedy Town Hospital. Drs. Bell, Clark and Thomson may again and again urge the necessity of additional appointments in these branches but nobody cares.

The feelings of a person on his being attacked by plague must be horrible enough, but must be increased tenfold when he thinks no proper care or attention will be bestowed on him.

In no other part of the world would this state of affairs exist but Hongkong; being a Crown Colony the only right the residents have is to live—if they can!

Soon will the doleful cry "Bring out your dead" sound through the streets of this deserted city and when the Sanitary Board cools their portals of Government House with their dreaded 'Chair' or, if they are considered important enough, the residences of some of the local officials, then will telegrams be flashed through the wires to the Japanese Government imploring them to send Dr. Kikuchi or to Dr. Versta at Saigon, or to the Indian Government for a supply of Haffkins lymph; besides wires to all quarters of the globe for competent and trained nurses. No expense will then be spared. But until that event—I can call it nothing else—takes place, the unfortunate sufferers must get along as well as they can.

Yours, &c., NEMO.

Hongkong, June 15th, 1901.

SEMI-DETACHED CHINESE HOUSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR.—These houses as recommended by the Chinese Community will be proved to be both very costly and of very little use for the object in question. The lane between two houses (taking 250 square feet as an additional area in the papers) would be only 2 feet wide. Our population consists principally of the middle and lower classes of Chinese, most of whom would indulge, during their leisure time, in eyeing and peeping into the cubicles of the neighbouring houses and would also if opportunity afforded them, with the aid of a bamboo or a piece of plank, help themselves to the chattels of their neighbours through the side windows. Hence there will be more likelihood of the tenants closing or screening their windows opening into the cubicles. And what law can be enacted to compel a person to keep his windows open? Granted that the Government would adopt the suggestion of the Chinese, it would take years to have the existing houses re-modelled. Where is the Government land not yet disposed of for building purposes? Very little indeed, left. And what about the existing ravages of plague. Something effective must be immediately done to check its progress and prevent its future recrudescence. Something must be at once done to insanitary houses. To attain this object the Hon. Mr. May's proposition for a scheme of Trust, to buy up all insanitary houses and rebuild them, would be the best. Failing that, co-operation with land owners to mitigate as much as possible the existing evils would, in the long run be the cheapest plan. Enact no drastic measures and the Govt. would then find landowners and occupiers of houses would work in harmony to endeavour to stamp out plague. Let the owners of Chinese tenement houses be approached courteously with a view for slight alteration and addition to their properties, to alleviate the existing evils of the tenement, pay visits year in and year out. As dirt and overcrowding are the most mischievous factors in propagating the germs of plague and other diseases, let us tackle with them first. I would suggest all floors of Chinese houses to be concreted and thickly cemented or painted; the walls, inner and outer, to be smoothly plastered, and three or four feet from each floor to be smoothly cemented or painted, the cubicles to be not more than five feet in height, with planks of not less than half an inch in thickness, well grooved, tongued and painted, leaving no seams for dirt or dust between. The floors, cubicles, and the sides of the walls can be easily wiped once every day. All works on Sundays to be stopped for general washing and cleaning of their goods and chattels. Hot water to be provided by the Govt. for the poorer classes to wash their bodies and chattels. All their eggs and sundry odds to be purchased by the Govt. and destroyed. Jeyes' Fluid or other disinfectants to be freely distributed amongst the poor, together with pamphlets explaining about cleanliness, dirt and the causes of plague and diseases. Portuguese and Indian youths at \$30 a month can be readily got as Assistant Inspectors of nuisances, each of whom to supervise only 30 houses, giving them thus about a quarter of an hour to visit one house. Each house must be visited daily. An European Inspector of Nuisances, to have under him say a dozen of such Asst. Inspectors. As the space of your paper is now so limited, the tackling of overcrowding, ventilation and light must be held over for a future date.

Yours truly, A. R.

Hongkong, June 15th, 1901.

SERVANT REGISTRATION IN BANGKOK.

In spite of the opposition offered, the registration of domestic servants is making some headway, and with a little firmness on the part of those who term themselves "masters" the servants, it is believed, will be carried through successfully. But the weakness shown in some districts is a bit humiliating. A number of residents who very readily promised their support to the scheme, have as readily accepted their servants refusal to register. Those who have discharged suitable domestics for disobeying the very reasonable request to register, well recognised the temporary inconvenience on principal, and on the assumption the same attitude would be taken up by all who had given their adherence to the scheme. Since this firmness has been shown even in houses with ladies and children, it does look like leaving them in the lurch when the average bachelor suddenly discovers that his particular "boy," who points blank refuses to register, is an epitome of all the virtues and indispensable. The men who do not insist on registration, even though they promised to support the scheme, seem to feel that their action requires a good deal of explanation, and it is highly amusing to find that this explanation invariably takes the form of an assurance that they have already got model servants. It would be too cruel to have to part with domestics who have attained such perfection, and, well, the police can register the bad servants of other people. In fact this measure has brought into prominence quite a number of paragon "boys" and exemplary house-cooks whose existence no one dreams of before. And as for coolies, it would really seem that the average Bangkok coolie is not quite a Vatel, he rather closely approaches that celebrated *Cordon Bleu* in his culinary attain-

ments. So if the visits of the registration officer have done nothing else they have forced the recognition of these accomplishments on the notice of the hitherto cold and unappreciative employer. The adage about those who are good fish in the sea never come out of it, is not credited, and the idea that a man should be master in his own house is one that is never hinted at in these circles. But when paragon "pai mung Chin," and force their own substitutes on the indulgent employer, he may begin to reflect that registered servants would be worth having after all.

All the same a fair proportion of the domestics of Bangkok are now registered, and in many instances employers have been at the trouble, where a period of reflection failed to convince, to suffer the inconvenience of doing without servants till they could procure more reasonable ones. One natural result of the trouble the Hyland man has caused over this matter is the discovery that he is not indispensable. Siamese servants are now to be found in a number of farang households, and the Indian is receiving consideration. The whole of the servants at Sunandayala College are now Indians from Madras, the Hylands being dispensed with *en bloc* the other day. Nearly every day those stubborn people who refuse to register but remain to rob are being quietly relieved of their duties, and on the whole the registration of servants, like the lady, is progressing as well perhaps as can be expected.

It may be remarked, *inter alia*, that a little robbery has recently taken place in a Sapatano household, and one of the childlike and bland domestics is suspected. He is not registered, and the police have therefore a rather effective answer that they can give when their assistance is called for.

The excuses that servants give, that registration is a dodge to make them pay a new tax, or to compel them to serve in the Siamese army, are well enough known to all. But there is another one that may be new to most people. Some who are French protégés, or who say they are, plead that the French Consul has ordered them not to register. There is a complete answer to that statement, viz. that the French Consul has himself given his adherence to the scheme, and is having his own servants registered.—Bangkok Times.

FRAUDS ON THE CLERGY.

THE CONFESSIONS OF A BENEVOLENT CURATE.

Probably no section of society is more harassed by swindlers, who pretend to be in deep distress, than the clergy.

A curate atched to a large City church, whose duty it is to administer relief to the poor and indigent in the parish, has been recording some of his experiences in the *Ladies' Home Journal*. More often than not the applications made to him for relief are fraudulent.

"One morning," he says, "a man came to me with a letter written on stamped paper and signed with the name of a clergyman of the church in my native town. His story, told in great embarrassment, was that he had run away from home. According to the letter his aged mother was dying with grief, and the appeal of his rector was for the man to come back at once. The minister's cheque for £1, drawn on a bank in this same town, was enclosed with which.

TO PAY RAILWAY FARE.

He was distressed and was anxious to go, but the difficulty was he had been here only five days, knew no one, and could not be identified at any bank. Would I cash the cheque?

"Why should I? Well, he had been in the habit of going to church all his life, had found himself within the limits of this parish, and came to me in the hope that I might know the man who had written the letter. I looked in the church register and found, truly enough, that such a man was in charge of such a church. But when I asked some questions the story rather fell apart. I told him to come back in a couple of hours, and meantime I telegraphed inquiry to the rector. The answer came: 'Do not know any such man.' "When the fellow returned he was arrested, and in his pocket a neatly-kept memorandum book was found containing the names of nearly every clergyman along a route of several hundred miles. On each page of the book there were four columns, headed, 'Name, Date, Amount, and Remarks,' and in these were such entries as 'Rev. R—£1.00 after an hour's work.' 'Rev. S—, no good. 'Can't work.' 'Rev. T—, 10s. An easy mark.' The dates ran back through three years.

"A common method of trying to arouse interest when other methods fail is to speak of suicide. I suppose that twenty people hinted at it in my presence last summer.

"There was one case that came near developing a tragic aspect. A man came to my room one evening after dark, and had been to see me once before. He said he had come to bid me good-bye, as he was going away. When I asked him why he had come to me he said it was because I had been kind to him and no one else ever had been. This was gratifying. When I asked him where he was going he began to sob and to talk about how hard he had tried to do right, how he had hunted for work and couldn't find it, how he had slept in the streets, how he had nothing to eat for days, because he would not beg and

WOULD NOT STEAL.

"In his distress he began to walk up and down the room. I thought I noticed him fidgeting something in a deep coat pocket, and as he turned at my elbow I turned, faced him sharply, and told him to give it to me. He was greatly surprised on being detected, and refused to give it up. I laid hold of him and when he resisted threw him on the floor and searched from his hand a packet marked

"He was greatly distressed. I consoled him and went him with to the street. I took him to a hotel, and made him promise to come and see me next morning.

"The next morning came, but he did not come, and I grew uneasy. The following week there was a meeting of the local clergy, at which the men were telling their experiences. One of them told of an adventure with a man the day before which so nearly duplicated mine that I said nothing, but on returning home I opened my pocket package. It was filled with granulated sugar.

"One man who came only the other day said he was out of work, out of money, was cold and hungry and distressed, and all this in spite of the fact that he had a lucrative position awaiting him in the town of B—. If only he could borrow half a crown to pay his fare! I turned mentally to that page of my catechism which applied to his case, and began: 'How long have you been out of work?' 'Six months.' 'How long have you been out of money?' 'Two days.' 'When did you learn of this job?' 'Night before last, an hour after spending the last penny.' 'How long will they keep it for you?' 'Only till to-morrow.' Then he became excited and grew vehement in his statements. 'He had eaten nothing for two days; had walked the streets all night looking for some one to lend him the fare.' He assured me that he was desperate, and did not know how soon he would—'But,' I interrupted, 'how far is it to B—?' 'Twenty-five miles.' 'And has it not occurred to you,' I said, 'that if, instead of walking for forty-eight hours in a circle, you had walked five hours in a straight

line you would have been there?' He immediately turned and left. "In another case exactly similar to this one the tables were slightly turned, and the joke fell elsewhere. A man came to see me and I just caught a glimpse of him as he turned the corner. I followed at a distance, and the man, instead of turning towards the station, as his story would have led him, went the other way. "He walked on leisurely, and I followed him for half an hour. We got away into a distant part of the city—a very respectable residential district—when the man stopped suddenly before a fine house, walked up the steps, and took out a latchkey. I hurried up, and before he got in the house, laid my hand on his shoulder, saying, 'Well, my friend, I will take back that five shillings I gave you.' He turned round, and when we faced each other I saw that I had followed the wrong man. I had collared a highly respected bank cashier on his own doorstep.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.
Barometer..... 29.81
Temperature..... 84
Humidity..... 82
Rainfall..... 0.03

TO-DAY.
Saturday, 15th June, 1901.
Chinese—29th of 4th moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 18min.
Sets..... 6hr. 43min.
High water—Morning..... 7hr. 17min.
Afternoon..... 6hr. 14min.
Low water—Morning..... 6hr. 40min.
Afternoon..... 2hr. 32min.

ANNIVERSARIES.
1215—Magna Charta signed.
1381—Wat Tyler killed.
1866—War declared between Prussia, and Italy and Austria.
1867—Hope Dock, Hongkong opened.
1881—Hongkong Telegraph newspaper started.
1888—Empress Frederick died.
1896—Seismic disturbances in Japan 37,490 lives lost.
1899—Venezuela Arbitration tribunal assembled at Paris.
1899—Collision between Bluecher and Poelitz former sank, many lives lost.

TO-MORROW.
Sunday, 16th June, 1901.
Chinese—1st of 5th moon of 27th year of Kwang-su.
Sun—Rises..... 5hr. 18min.
Sets..... 6hr. 43min.
Moon—Max. Declination 10hr. a.m.
Moon—New Moon 2hr. 10min. a.m.
High water—Morning..... 7hr. 17min.
Afternoon..... 6hr. 14min.
Low water—Morning..... 6hr. 40min.
Afternoon..... 2hr. 32min.

ANNIVERSARIES.
1722—Death of the Duke of Marlborough.
1815—Battle of Quatre Bras.
1842—Wussong taken by the British.
1877—New native tax imposed on shipments by foreign vessels at Newchwang.
1896—Dr. Jameson committed for trial.
1898—H.M.S. *Waterlark* arrived on China station—Amount of Beihing Seaward paid over to Sir Julian Pauncefote at Washington.
1899—Fire at Godowns 24 and 25 Praya West, Hongkong; estimated damage \$50,000.

AGENDA.

TO-DAY.
9 p.m.—Benefit Concert at the R.E. Variety Club.

TO-MORROW.
O. S. K. Co's steamer *Daigi Maru* leaves for Coast Ports.
Daylight—C. M. Co's steamer *Diamante* leaves for Manila.

CHURCH SERVICES.
St. John's Cathedral.—Communion, 7 a.m., 8 a.m., 10 a.m., 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
 Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
 Union Church.—Services, 11 a.m. and 6 p.m., St. Peter's Church, West Point.
 11 a.m. Hymn 3; Venite MacFarren Te Deum Oakley; Jubilate Massy; Hymns 293, 327, 73. 6.30 p.m. Hymn 483; Magnificat Smart, Nunc Dimittis Tucker; Hymns 292, 327, 63.

MONDAY, 17th.
Cargo ex C. F. *Lacis* subject to rent.

TUESDAY, 18th.
Noon—U. S. Co's steamer *Peru* leaves for Honolulu via Shanghai, etc.

WEDNESDAY, 19th.
Daylight—The O. S. K. Co's steamer *Anping Maru* leaves for Coast Ports.
2.30 p.m.—Public Auction by Messrs. Hughes & Hough at Lai-chi-kok.
5 p.m.—A. L. Co's steamer *Maria Valeris* leaves for Japanese Ports.
Cargo ex *Sandia* subject to rent.

THURSDAY, 20th.
Daylight—N. Y. K. steamer *Sado Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Mitsue Maru* leaves for Bombay, via Singapore, etc.

FRIDAY, 21st.
Daylight—N. Y. K. steamer *Sado Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Mitsue Maru* leaves for Bombay, via Singapore, etc.

SATURDAY, 22nd.
Noon—P. & O. Co's steamer *Parramatta* with mails etc. leaves for Europe.
MONDAY, 24th.
4 p.m.—N. Y. K. steamer *Ryogun Maru* leaves for Victoria B.C. and Seattle U.S.A.

WEDNESDAY, 26th.
O. S. K. Co's steamer *Alaidurn Maru* leaves for Amoy, via Swatow and Amoy.
Noon—C. P. R. Co's steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

THURSDAY, 27th.
Noon—E. & A. Co's steamer *Airle* leaves for Australian Ports.
Noon—U. S. Co's steamer *Coptic* leaves Honolulu via Shanghai, etc.

FRIDAY, 28th.
Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Marseilles and London.
4 p.m.—N. Y. K. steamer *Rosetta Maru* leaves for Sydney and Melbourne via Manila etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 8th.
Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed and engineer of *Taishan*, vice Mr. Hutchinson, resigned.

June 10th.
E. J. Stoddart, chief engineer of the *Diamante* has gone home.

A. Wylie 2nd engineer of *Emeralda* has been promoted chief engineer *Diamante*.

Mr. Tindall, chief officer, *Taishan* has been transferred to the *Tooan* in the same capacity.

Mr. Stephen Gale, 2nd officer, *Taishan* has been promoted chief officer of the same ship.

Mr. C. Stuart, and officer *Fushun*, has been transferred to the *Taishan*.

June 11th.
Mr. H. P. Vincent, 2nd officer, *Pekin*, is transferred to the *Chihli*.

Mr. A. J. Philbey, 2nd officer, *Chihli*, is transferred to the *Pekin*.

Mr. J. D. James, chief officer, *Chungking*, is transferred to the *Chihli*.

Mr. P. H. Cowan, chief officer, *Chihli*, is transferred to the *Chungking*.

Mr. W. Murdoch is 3rd engineer, *Laisang*. Captain G. Payne, from leave, commands the *Laisang*.

Mr. C. Tilley is 4th engineer, *Laisang*. Mr. J. S. McGavin, chief engineer, *Chefoo*, is transferred to the *Wussong*.

Mr. E. Hankey, chief engineer, *Wussong*, is transferred to the *Chefoo*.

Mr. A. Donaldson, acting 2nd engineer, *Peking*, is on leave.

Captain W. E. Sawyer, from home leave, has gone in command of the *Alcedona*.

Mr. A. Spier, acting chief engineer, *Esang*, has gone 2nd engineer, *Yuenow*.

Captain F. G. Monsarrat, *Macedonia*, is on leave.

Mr. M. Courtney, from leave, is chief officer, *Laisang*.

Mr. W. F. Bichard, from leave, is 2nd officer, *Laisang*.

Mr. Gostling is 3rd officer, *Laisang*. Mr. J. D. MacCracken, from leave, is chief engineer, *Laisang*.

Mr. W. Gow, from leave, is 2nd engineer, *Laisang*.

SHIPPING AND MAIL NEWS.

French (*Salazie*) to-morrow.
Canadian (*Empress of India*) 17th instant.
Indian (*Kunwang*) 19th instant.
American (*Coptic*) 20th instant.
American (*America Maru*) 25th instant.
American (*City of Peking*) 4th prox.

The C. M. S. N. Co's steamer *Hyson* from Glasgow and Birkenhead left Singapore for this port, 15th inst., and may be expected here on or about the 20th inst.

The N. Y. K.'s steamer *Mitsue Maru* (Bombay Line) left Shimonoeki for this port on the 14th inst., p.m. and is expected to arrive here on the 19th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Shanghai at 9 p.m. on Friday the 14th inst., and left again at 7 a.m., on Saturday, for Hongkong where she is due to arrive at 11 a.m. on Monday the 17th inst.

HONGKONG AND WHAMPOA DOCK RETURN.
U.S.S. *Bennington*... at Kowloon Dock.
U.S.S. *St. Enoch*...
U.S.S. *Simungun*...
U.S.S. *Zaire*...
U.S.S. *Junco*...
U.S.S. *Iris*...
U.S.S. *Burnside*...
U.S.S. *Haitian*...
U.S.S. *Colonel*...
U.S.S. *Fel Mo*...
U.S.S. *Munchen*...
U.S.S. *Vale of Doon*...
U.S.S. *Abderdeen*...

PASSED THE CANAL.
Ontward—14th May—*Benlawers*, *Glaucus*, *Malaya*, *Hudson*, *Sydney*, *Somlin*. 17th May—*Flintshire*, *Alcinous*, *Rhein*, *Crusader*, *Devonshire*, *Imogene*. 24th May—*Exion*, *Hyson*, *Sado Maru*, *Min*, *Ranshan*, *Shirley*. 28th May—*Silesia*, (German) *Agamemnon*. *Pioneer*. 31st May—*Renaldor*. 4th June—*Buysen*, *Malacca*, *Glamorganshire*, *Acilia*, *Dencalion*, *Klitch*. 7th June—*Annam*, *Kawachi Maru*, *Bellinor*, *Arara*, *Fuhtler*. 11th June—*Kaisow*, *Komberg*, *St. Irene*, *Erwerz*, *zoo*, *Frans*, *Ferdinand*, *Erica*, *Glenlagan*, *Glenroy*.

Homeward—4th June—*Hakata Maru*. 11th June—*Prinz Heinrich*, *Willekind*. Arrivals at Home—4th June—*Albenga*. 7th June—*Yarra*. 11th June—*Agamemnon*, *Hakata Maru*, *Serbia*.

Shipping.

Arrivals.
KAGOSHIMA MARU, Japanese steamer, 2.31; K. Kowri, 14 June—Singapore 8th June, General—Nippon Yusen Kaisha.
HILDALEN, British steamer, 2.59; S. Pulford, 14th June—Amoy 13th June, General—Doddwell & Co., Ltd.

TAICHOW, German steamer, 8.00; W. Reher, 14th June—Bangkok 5th June, Rice and Teakwood—Butterfield & Swire.
WURZBURG, German steamer, 3.45; R. Schuder, 15th June—Bremen 12th March, General—Melchers & Co.

BABELSBERG, German steamer, 1.37; A. Beechman, 14th June—Pussocoran 6th June, Sugar—Butterfield & Swire.
HOLLISWOOD, American bark, 1.04; E. M. Knight, 14th June—Fremantle, W.A. 3rd May, Sandalwood—Order.

DUKE OF FIFE, British steamer, 15th June

Mails.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Daylight.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS TO OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMMISSION," between HONGKONG and PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901.

THE Steamship

"INDRAVELL," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901.

THE Steamship

"KNIGHT COMMISSION," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901.

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"INDRAPURA," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

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"INDRAPURA," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"CABLE"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DOUG"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

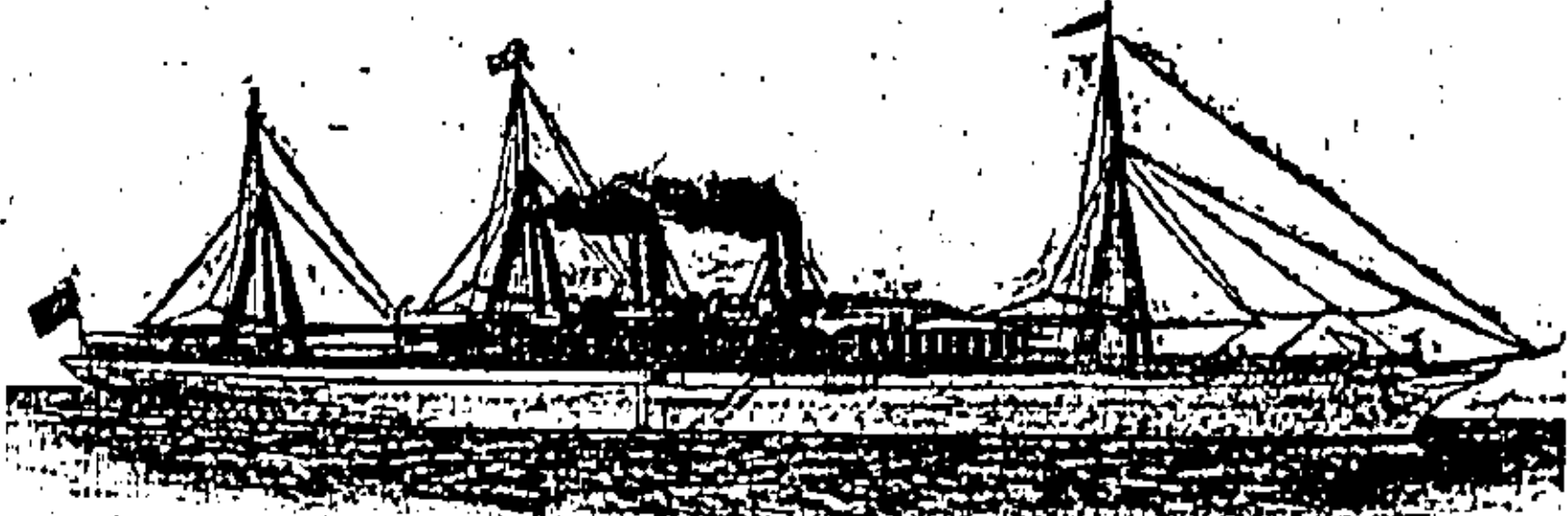
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. Marshall, R.N.R....WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Prater's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OBTABLISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. DESTINATIONS. SAILING DATES.

NUERNBERG...HAYRE and HAMBURG. 25th June. Freight.

SAMBIA...HAYRE, BREMEN and HAMBURG. 12th July. Freight.

WUERZBURG...HAYRE and HAMBURG. 26th July. Freight.

ACILIA...HAYRE and HAMBURG. 9th August. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 11, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	22nd instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IXIO"	20th June.
"	"PELEUS"	25th June.

S.S. "ALCINOUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, on MONDAY, the 17th instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
LIVERPOOL (DIRECT)	"ALCINOUS"	23rd July.
(Taking Cargo at LONDON RATES)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 15th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, TO-MORROW, the 16th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th June, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atami, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901. [321c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 3,379 | about | June 20

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via KOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 29th May, 1901. [184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK. THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901. [540c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [226c]

"GLEN" LINE OF STEAMERS.

FOR LONDON. THE Company's Steamship

"GLENGARRY," Captain J. S. Stevenson, will be despatched for the above Port, on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 15th May, 1901. [597c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched as above, TO-MORROW, the 16th instant, at Daylight.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th June, 1901. [514c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA," Captain Chezo, will be despatched as above on TUESDAY, the 18th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1901. [528c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will leave for the above places, on WEDNESDAY, the 19th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1

For Sale.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [565c]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain Fuchs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

Alibroken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. [610c]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF CARGO per Steamship

"PERU,"

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent. Hongkong, 10th June, 1901. [610c]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND OR. AND PORTS.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents. Hongkong, 11th June, 1901. [610c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. [625c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 14th June, 1901. [5]

Intimations.

CLARK'S B. 11 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES. Nos. 21, 23, 25, Queen's Road Central. [32]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST. 21, 23, 25, Queen's Road Central, Watson's Building. [40]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE, 5, D'Almeida Street and 22 & 23, Elgin Road, Kowloon. Hongkong, 16th April, 1901. [34]

NOTICE

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 6th March, 1901. [37]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

In a new position, in his New and Comfortable Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1898. [40]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL. Hongkong, 2nd January, 1901. [8c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central. Hongkong, 2nd January, 1901. [16c]

SIEN TING, SURGEON DENTIST.

14, D'ALMEIDA STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [39]

THE AUBREY WHITE VIOLET EXTRACT

This fugitive and delicate perfume is as persistent as an Extract for the Liniment while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of Rigaud's Extract. PARIS.

Untouched by Hand.

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, ENGLAND.

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The Share Market.

LATEST QUOTATIONS.

(June 15th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 % premium
The Bank of China & Japan, Limited.	\$ 5	Nominal
The Bank of China (Preference)	\$ 4	1/2
The Bank of China (Ordinary)	\$ 4	1/2
The Bank of China (Deferred)	\$ 4	1/2
National Bank of China, Ltd.	\$ 8	\$27 buyers
Do. Founders.	\$ 1	\$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	\$ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 30	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$85 sellers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	\$ 10	\$144 buyers
China & Malacca S.S. Co., Ltd.	\$ 50	\$62
Do. Founders.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$36 sellers
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	\$ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Deferred)	\$ 5	\$7 buyers
Straits Ferry Co., Ltd.	\$ 10	\$22 buyers
"Shell" Transport & Trading Co., Ltd.	\$ 1	\$2 1/2
Railways.		
China Sugar Refining Co., Ltd.	\$100	\$143 buyers
Luen Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 9	\$7 sellers
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française de Charbonnages de Tonkin	Fcs. 250	\$325
Queen Mines, Ltd.	25 cts.	6 cents sales
Jelabu Mining and Trading Co., Ltd.	\$ 5	\$5 buyers
Raub Alian Gold Mining Co., Ltd.	18s. 10d.	\$121
Oliver Freehold Mines, Ltd.	\$ 5	\$14
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$3221
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$23 buyers and Buildings.
Land & Estates.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199 sales and
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$35 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$126
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sellers
Cotton.		
Hongkong Weaving & Dyeing Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Gum & Resins.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60 seller.
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$191 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$151
Watkins, Limited	\$ 10	\$94 sellers
Hongkong Electric Co., Limited	\$ 10	\$121
Hongkong Electric Co., Limited	\$ 5	\$64
Hongkong and China Gas Co., Ltd.	\$ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$1721
Geo. Foxwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$221 buyers
Dairy Farm Co., Ltd.	\$ 6	\$71 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Ltd.	\$ 1	\$1.10
United Asiatic & Oriental Planting Co., Ltd.	\$ 4	\$114 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$30
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A. Hulse, Mr. A. N. Andrews, Mrs. Innes, Capt. Angus, Mrs. E. N. Arnold, Mr. H. Johnson, Mr. and Mrs. Auld, Mr. J. S. Joseph, Mr. and Mrs. E. S. Bailey, Mr. W. S. Katsch, Mr. E. A. Bell, Mr. and Mrs. O. Kiene, Mr. and Mrs. F. M. D. King, Maj. H. S. R. E. Benjamin, Mr. David Beringer, Mr. F. J. G. Black, Mr. J. Kirkwood, Mr. J. Brandreth, R. N., Lt. Little, R. E., Major Mrs. Brooks, Major & Mrs. R. P. Long, Mr. and Mrs. D. M. Brown, R. E., Major W. B. Macdonald, Mr. D. B. Brown, Mr. J. Macdonald, Mr. D. Bruce, Mr. and Mrs. Parritt, Mr. W. Burnie, Mr. C. M. G. Pascual, Mr. C. Busstow, Mr. Perie, Mr. Cameron, Mr. D. H. Price, Mr. H. Clark, Dr. & Mrs. F. Reich, Mr. A. H. Clarke, Mr. W. G. Robertson, Mr. Cole, Mr. G. E. Robinson, Mr. V. Colson, Mr. J. S. Schouw, Mr. J. Cunningham, Mr. P. A. Smithers, Mr. R. G. Davis, Mr. W. & child Stevens, Mr. R. G. Dennis, Mr. W. H. Coyne Stewart, Mr. E. H. Denoche, Mr. P. C. Taylor, Mr. D. G. Dorehill, R. A., Major Thomas, Mr. Geo. Dupond, Madame Thomas, Mr. Harry Dyson, Capt. P. S. Tibbey, Mr. H. M. Fernald, Mr. and Mrs. Valentine, Mr. G. H. Gibson, Mr. Kennedy Watts, Mr. and Mrs. Glover, Mr. C. Frank W. Grant, Mr. John Whitley, Mr. W. J. G. Griffin, Mr. A. E. Whitley, Mrs. William Gubbay, Mr. R. A. Wild, Lieut. and Mrs. Hall, Capt. T. P. Bagnall Hamley, Mrs. Williamson, Mr. and Mrs. Harold, Mr. W. Mrs. A. A. and child Hess, Mr. J. L. Woolen, Mr. J. J. Howard, Mr. Thos. Wright, Mr. and Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James Mackie, Mr. C. Gordon Benjamin, Mr. S. S. Manice, Mr. and Mrs. Bonnar, Mr. J. W. C. Martin, Mr. R. Brayne, Mr. H. F. R. Miller, Mr. and Mrs. Brown, Colonel F. Newall, Mr. Stuart G. Brusse, Mr. G. O'Gorman, Col. The Cameron, Mr. Allan Oppenheim, Mr. J. Carrington, Sir John Perrott, Col. Carrington, Miss Pitt, Mr. John R. N. Collard, Col. A. W. Pollock, Mr. H. E. Crookenden, Col. Prynn, Capt. R. A. M. C. Prynn, Mrs. G. H. Quinn, Mr. A. B. Quinlan, Mr. B. Quinlan, Mr. W. A. (U. S. Consul of America) Forbes, Mr. Andrew Rubley, Mrs. W. A. Fraser, Mr. and Mrs. child and maid Shellin, Mr. Edward Sinclair, Mr. A. G. Graham, Mr. D. M. Sinclair, Mr. A. G. Harston, Mr. and Mrs. Stokes, Mr. A. G. G. M. Tomlin, Mr. G. L. Gumpert, Mr. and Mrs. Wedel, Count and Mrs. Hughes, Col. G. A. Countess Wheeler, Mr. H. H. Hughes, Col. G. A. Wheeler, Lt. Col. J. L. Lang, Dr. K. Williams, Mr. W. T. Lee, Mr. J. E.

CRAIGIEBURN.

Anderson, Mr. Jas. Hewitt, Mr. and Mrs. Beattie, Mr. and Mrs. T. H. B. J. N. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A. O. D. H. Matheson, Capt. and Mrs. P. Crouch, Mr. J. W. Pye, Mr. E. Burns Grimble, Mr. & Mrs. G. Volpicelli, Consul

KOWLOON HOTEL.

Andrew, Mr. John MacGregor, Mr. J. W. Baner, Mr. F. Nobbs, Prof. A. P. Brandstetter, Capt. Sadow, Mr. Louis Cleasby, Mr. W. H. Saxton, Mr. and Mrs. Davies, Mr. W. T. R. Dean, Mr. F. Spittles, Mr. J. Early, Mr. E. A. Williams, Mr. G. F.

EXCHANGE.

Hongkong, 15th June.
ON LONDON, Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 9/16
Credits, 4 months' sight 1/11 15/16
Diments, 4 months' sight 2/0 1/2
ON BERLIN, (demand) M. 2.00
ON PARIS, Bank Bills, on demand 247 1/2
Credits, 4 months' sight 251
ON NEW YORK, Bank Bills, on demand 48 1/2
Credits, 30 days' sight 48 1/2
ON HONGKONG, Telegraphic Transfer 147 1/2
On demand 147 1/2
ON SHANGHAI, Telegraphic Transfer 72 9/10
Private 30 days' sight 72 9/10
ON YOKOHAMA, Telegraphic Transfer 72 9/10
Sovereigns, Bank's Buying Rate \$10.95
Gold Leaf too touch, per tael \$52.10
Bar Silver 27 7/16
Dollars nom.

OPIUM QUOTATIONS.

Hongkong, 15th June.
New Patna \$980 per chest.
Old Patna 975
New Benares 975 per picul.
New Malwa 840
Old Malwa 850/80
Persian, paper tied 810

VESSELS IN PORT.

Steamers.
AFENRADE, German steamer, 611, Lorenzen, 14th June, Canton 14th June, General-Jensen & Co.
BELGIAN KING, British steamer, 2,170, Thos. Weiss, 13th June, San Diego via Japan 23rd April, Coal—Butterfield & Swire.
BENLARIO, British steamer, 1,452, Kroble, 14th June, Bangkok 7th June, Rice—Bradley & Co.
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April, Manila 11th April, Cable—Government.
DAIGI MARU, Japanese steamer, 847, K. Sobalima, 13th June, Tamsui 9th June, Amoy 10th, and Swatow 12th, General—Mitsui Bussan Kaisha.
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General—E. A. T. Co.
FAUSANG, British steamer, 1,410, A. A. Mitchell, 14th June, Java 4th June, Sugar—Jardine, Matheson & Co.
GLAUCUS, British steamer, 3,591, Thompson, 14th June, Singapore 8th June, General—Butterfield & Swire.
HANOT, French steamer, 750, Pannier, 14th June, Haiphong 11th June, General—A. R. Marty.
INDRAVELLI, British steamer, 3,152, W. E. Craven, R.N.R., 10th June, Portland, Or. 29th April, and Moll 5th June, General—Shewan, Tomes & Co.
Mackie, Mr. C. Gordon Manice, Mr. and Mrs. Martin, Mr. R. Miller, Mr. and Mrs. Newall, Mr. Stuart G. O'Gorman, Col. The Oppenheim, Mr. J. Perrott, Col. Pitt, Mr. John R. N. Pollock, Mr. H. E. Prynn, Capt. R. A. M. C. Prynn, Mrs. G. H. Quinn, Mr. A. B. Quinlan, Mr. B. Quinlan, Mr. W. A. (U. S. Consul of America) Rubley, Mrs. W. A. child and maid Shellin, Mr. Edward Sinclair, Mr. A. G. Stokes, Mr. A. G. Tomlin, Mr. G. L. Wedel, Count and Mrs. Hughes, Col. G. A. Countess Wheeler, Mr. H. H. Wheeler, Lt. Col. J. L. Williams, Mr. W. T. Lee, Mr. J. E.

KYOTO MARU, Japanese steamer, 1,639, T. Sakurai, 12th June, Saigon 8th June, Rice—Order.
LOOSOK, German steamer, 1,020, O. Fuchs, 12th July, Bangkok 6th June, Rice—Butterfield & Swire.
MACDUFF, British steamer, 1,882, R. Glegg, 12th June, Moll 7th June, Coal—Doddwell & Co., Ltd.
MUNCHING, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Bulao—Melchers & Co.
OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, Mororan 4th June, Coal—Doddwell & Co., Ltd.
OSLO, Norwegian steamer, 778, O. Mathieson, 13th June, Moll 8th June, Coal—Sander, Wieler & Co.
PERU, American steamer, 3,528, A. F. Pillsbury, 10th June, San Francisco 11th May, and Shanghai 8th June, Mails and General—J. S. Van Buren.
POMPHY, American steamer, 785, J. H. Serive, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.
PROGRESS, German steamer, 687, P. Brandt, 13th June, Touron 10th June, Coals and General—Siemssen & Co.
ST. ANTON, British dredger, 650, R. Rawcliffe, 10th May, Wei-hai-wei 25th May.
SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June, Sandakan 1st June, Timber and General—Melchers & Co.
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.
SUCOTRA, British steamer, 3,896, Thos. H. Hyde, R.N.R., 14th June, Yokohama 27th May, General—P. & O. S. N. Co.
TETARTOS, German steamer, 1,517, Dense, 11th June, Samarang 2nd June, Sugar—Siemssen & Co.
TRIN, Norwegian steamer, 710, Hans Dall, 10th June, Haiphong and Hoilow 9th June, General—A. R. Marty.
TSURUHIKO MARU, Japanese steamer, 1,240, Ikigami, 14th June, Zanzibar 11th June, Coals—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE, BURRILL, British ship, 1,764, C. A. Treilly, 29th May, Manila 9th May, Ballast—Order.
DUNDEE, British ship, 1,998, Herning, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.
EVIE, J. RAY, American bark, Kaster, 24th May, Singapore 27th Mar., Timber—Sander, Wieler & Co.
FULWOOD, British ship, 1,926, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General—Holliday, Wise & Co.
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.
MARCHEL DE VILLARD, French bark, 1,171, Rignat, 31st May, Cardiff 4th Jan., Coals—E. A. Trading Co.
MERCURY, German schooner, 52, Wames, 23rd Feb., Yap 9th Feb., Ballast—Siemssen & Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.
SUSSEX, British bark, 1,212, Guthrie, 17th May, Free-trade 26th Mar., Sumatwood—Master.
VIMIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept., Case Oil—Order.